[93 cont.]

342
516
291
854
137

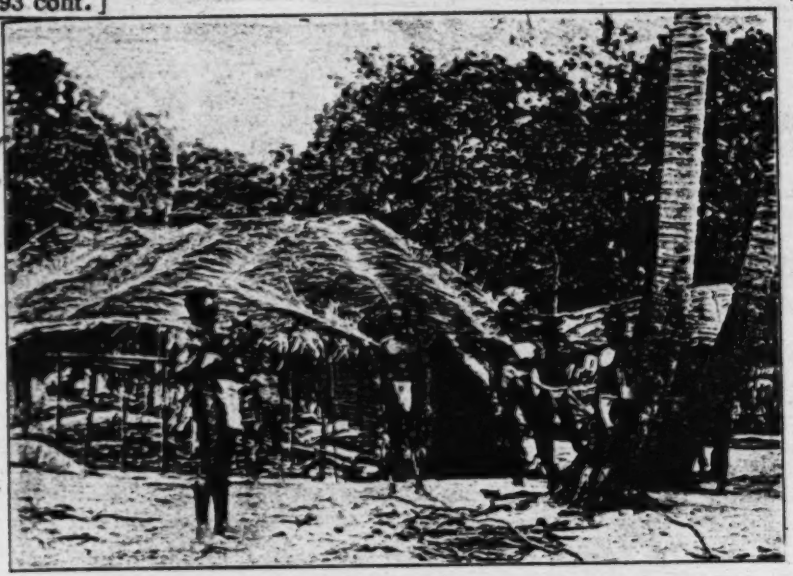

Fig. 22. Village Scene. (G. Küppers-Loosen Coll.)

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Fig. 23. Beach Scene. In connection with Fig. 22, the arrangement of the houses in a row along the shore can be seen. (G. Küppers-Loosen Coll.)

227 [106 cont.] The fish arrows (Fig. 38) represent the ordinary type with three wooden points (2). Dalrymple

2. Dillon, pp. 152, 273. Berlin VI 16167a is absolutely identical with Fig. 38 and therefore is not from the New Hebrides.

is the only author who mentions fish spears, but perhaps he is simply referring to the fish arrows, which he does not mention. According to him, they were used at low tide in order to spear the fish caught in the weirs (3).

3. Dalrymple, pp. 79, 195.

• 501

The boats of Santa Cruz, which apparently are the same throughout the entire group, may be divided into two types, with the exception of the double boats mentioned only in the old Spanish accounts (4): small rowboats, which as a rule hold

[484]

4. Dalrymple, p. 78.

only two to three men and are used for trips along the coast and probably mostly for fishing, and large sailboats which provide communication between the islands (5). They are basically alike in

5. Dalrymple, pp. 78, 88. Carteret, p. 359. Dillon, p. 152. Coote, pp. 151 f.

Fig. 38. Fish arrow (tepéla; Berlin VI 16209, Thilenius Coll.), South Bay. Three points with barbed hooks turned inward. Shaft decorated with longitudinal wavy lines.

[531]

[106 cont.]

501

Joest in Baessler, p. 395. Boats for two to four persons are most frequently mentioned, most of them for two men; cf. also Labillardière, p. 250. Dillon, pp. 152, 290 (Ndeni: 3-5; Vanikoro: rowboats three persons, sailboats four persons). D'Urville, pp. 135, 322. Wilson, p. 295. Markham, pp. 140, 145, 158. Dewar, p. 246. Dalrymple, p. 195, mentions up to 30, Burney, p. 168, according to the same report, more than 30 men in the crew. As to length, Labillardière, p. 254, gives five meters; Dillon, p. 277, 15 to 20 feet; Wilson, p. 295, 12 to 14 feet; Markham, p. 140 (from Lomlom), 20 to 30 feet; Coote, p. 152, over 40 feet on Nufiloli, and, p. 162, still larger on Ndeni. Quoy in D'Urville, p. 361, describes a Tikopia boat exactly like those of Santa Cruz.

[171]

construction (6). In both cases the actual body of the boat (Figs.

6. Ill. in Labillardière, Atlas, Pl. 44, Fig. 2; Dillon, facing p. 202; D'Urville, p. 135, and Atlas, Pl. 161, 162, and 184; Coote, p. 153, and based on this, Edge-Partington, I, 156, No. 7 ab; F. de Tolna, p. 277. By far the best illustrations are those in D'Urville.

[396]

23 and 39) is a canoe made from a single trunk of rather soft wood (7), hollowed out by a slit extending the entire length,

7. Dalrymple, p. 195. Carteret, p. 359. Labillardière, p. 254. Dillon,

[106 cont.]

p. 277. D'Urville, p. 135. Wilson, p. 295. Only Coote, p. 151, expressly declares for Nufiloli and Pileni that they are not canoes made from a single trunk, but are built up out of parts, which, however, apparently refers to the large platform-construction.

which, however, is so narrow that, as far as the rowboats are concerned, the [107] rowers can only put one leg in front of the other and sit on the side edges. Accordingly, the cross-section is oval; the tips taper off keel-shaped below and are flattened on top and therefore have sharply protruding lateral edges. They slant upward slightly and have an ornamental longitudinal strip on the upper surface (1). On large boats the longitudinal slit

1. Labillardière, pp. 254 f. Dillon, p. 277. D'Urville, p. 135. Lesson, Revue d'Anthropologie, V, p. 266. Wilson, p. 295. The width of the boats is given as 50 cm. by Labillardière, p. 254, and as 15 inches by Wilson, p. 295; the width of the slit is given as ten cm. by Labillardière, and as six inches by Dillon. Moresby, p. 83, mentions the high, ornamented bowsprits of the war boats of the Duff Islands (?).

may be covered with boards during long sea journeys (2). Over

2. Coote, p. 152. He is mistaken, however, in the assumption that cargo is stowed in the body of the boat. Cf. also Fig. 39 and 40, as well as D'Urville, Atlas, Pl. 161.

[107 cont.]

•501 the center of the body of the boat there rises [Fig. 39 appears here] a tall narrow box, which is fastened with rattan to two crossbeams inside the body of the boat. At the upper part of the narrow walls of the box there are beamlike projections toward both sides, forming on the one side short appendages tapering to a point, which will be referred to again later, and on the other side long beams, the supports for the outrigger bridge, the principal supports of the whole outrigger

[504]

Fig. 39. Sailboat pulled onto the beach. (G. Küppers-Loosen Coll.)

frame. [108] [Fig. 40 appears here.] In the small boats with the outrigger beam tapering to a point, these beams are each connected by two pairs of sticks that diverge from top to bottom lengthwise and converge crosswise. They are fastened at the top with rattan, and below they are pegged to the float. In addition, a curved stick runs from each edge of the outrigger bridge [109] toward the float, but does not quite reach it; instead, it is fastened to it by a separate, vertical connecting rod. The inner parts of the frame are held against one another by a longitudinal strip of wood; the curved sticks are additionally supported by a longitudinal strip lying on the ends of the main crossbeam (Fig. 23). The outrigger frame of the large boats

[108]

501
133

Fig. 40. Sailboat in motion. (G. Küppers-Loosen Coll.)

[109 cont.]

501 corresponds to the one described in all the essential points. The last-named longitudinal strip is lacking. On the other hand, the center vertical rod structure is reinforced with additional rods, and on either side of the curved sticks a stouter beam connects the edge of the outrigger bridge directly with the float. These outer crossbeams are tied to the curved sticks with rattan lashings and are mutually reinforced by a longitudinal beam lying under the main crossbeam of the outrigger. In the large boats a final reinforcement of the outrigger consists of a second, weaker and shorter beam, similarly shaped, which is tied to the outer side of the float, perhaps to protect the outrigger from any kind of assault from that side (Fig. 39) (1).

1. Cf. Dalrymple, p. 195. Carteret, p. 359. Labillardière, pp. 250, 254. Dillon, p. 277. Markham, p. 140. Coote, p. 154. Joest, Tagebuch, p. 46.

On the main crossbeams of the outrigger the outrigger bridge is made chiefly of bamboo laths -- in D'Urville, partly of wood (2). In the large boats it has a protective roof covered

2. This is also true of a defective model in the R.-J.-Museum, No. 17854.

with atap and open toward the inner side of the boat for the storing of provisions, weapons, etc., under which a fire can be built (Figs. 39 and 40). On all boats the two wooden supports of a second platform are fastened between the inner edge of the outrigger bridge and the edge of the boat-box. This platform opposite the outrigger bridge projects over the other edge of the body of the boat and is supported below by the above-mentioned shorter projections of the box (Fig. 40). It, too, serves to carry loads; in the small boats a little protective roof seems to be erected on it at times, similar to the one on the outrigger bridge of the large boats (Fig. 23). The edges of both platforms are

[109 cont.]
501 decorated with strips of leaves and bunches of fibers attached to them (3). A raft shown in D'Urville likewise bears a platform

3. Cf. Labillardière, p. 254. Dillon, p. 277. (He gives the width of the platform as six feet.) Coote, pp. 151 f.

raised on posts, and extending out from it on two crossbeams there is an outrigger whose fastening is similar to that on the rowboats (4).

4. D'Urville, Atlas, Pl. 161, Nos. 1 and 2.

The oars everywhere are decorated on the upper part of
[531] the blade (Fig. 41) (5). As the motif, a pair of human legs,

5. Dewar, p. 246. Edge-Partington, I, 160, No. 3.

[110] [Fig. 41 appears here] and sometimes also fish forms, is always found. An oar with a relatively short, wide, heart-shaped [111] blade and a long shaft tied to it (Fig. 40) is used to steer the sailboats (1). Markham mentions an oar over five

1. Somewhat distorted in D'Urville, Atlas, Pl. 161, No. 7. An ordinary oar with shaft joined to it: Berlin VI 15998.

feet long with a long blade and a cross-handle from Lomlom (2).

2. Markham, p. 140. Cf. also, however, the oar handle in Edge-Partington, loc. cit.

The sail is sewed together out of strips of the leaf sheath of a

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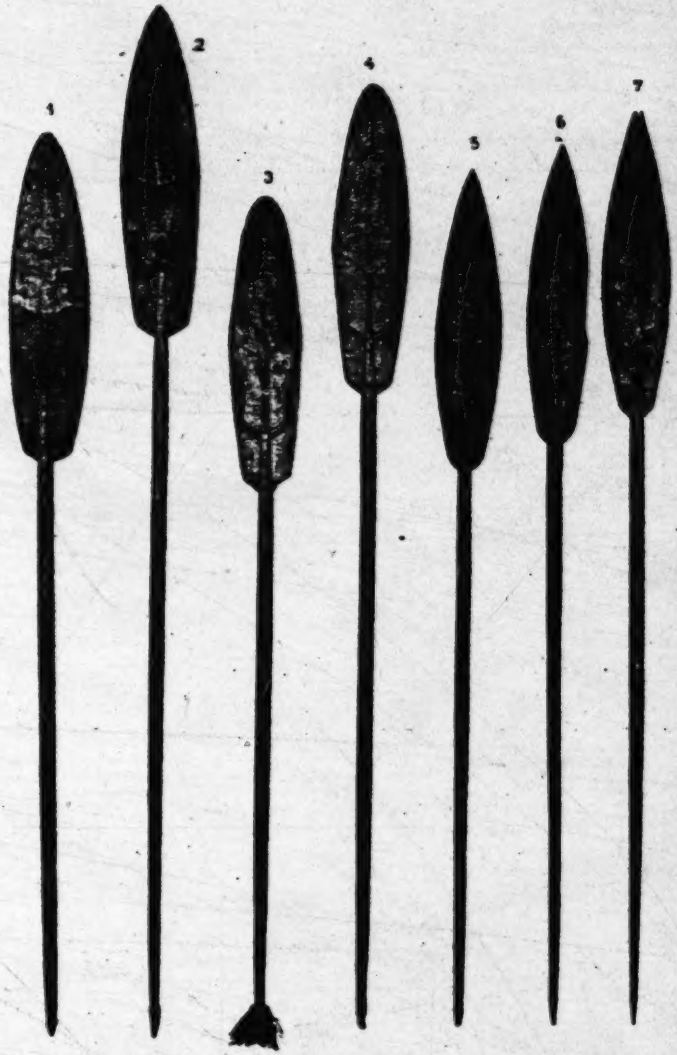


Fig. 41. Oars (R.-J.-M. 4639, 4644, 4641, 4637, 4642, 4643, 4640, Joest Coll.); 1.63-2 meters long. No. 8 is the reverse side of blade No. 2. End of handle of No. 3 with tuft of coconut fibers.

[111 cont.]

501 palm and is shaped like crab pincers with a deep, curved indentation. The side edges are fastened to the slightly bent sail-poles, which meet at the bottom. The very slanting, weak mast is pierced at the top. The halyard runs through the hole and holds one sail-pole approximately above the lower fifth. The lower end of the sail apparently rests on the platform or on one end of the boat (Fig. 40) (3). We are not informed about how the

502

3. Cf. Dalrymple, pp. 194 f. (even Figueroa calls the sails "curious" [cited in English] and thus undoubtedly had the peculiar sails of the present-day islanders in mind). Coote, p. 152. According to Joest in Baessler, p. 395, coconut or banana leaves are sometimes used as sails on small boats. Cf. also the illustrations in D'Urville, Atlas, Pl. 161, 162, and 184.

[824]

sail is handled or how the boats are maneuvered in general; [Fig. 42 appears here] Labillardière (4) maintains that the

4. Labillardière, p. 255.

rowboats when in motion always had their outriggers on the left, which is also the case for the sailboat in Figure 40 and the one in D'Urville (5), whereas, according to Dillon, the outrigger is

5. D'Urville, Atlas, Pl. 184.

found on the weatherside (6).

6. Dillon, p. 277. It is not very probable that the contradiction can be explained by the difference in locality (in the case of Labillardière, Ndeni, and in the case of

[111 cont.]

Dillon, Vanikoro); it is more likely a matter of chance that Labillardière, during his brief stay, perhaps observed only boats with outriggers on the left side because of wind conditions.

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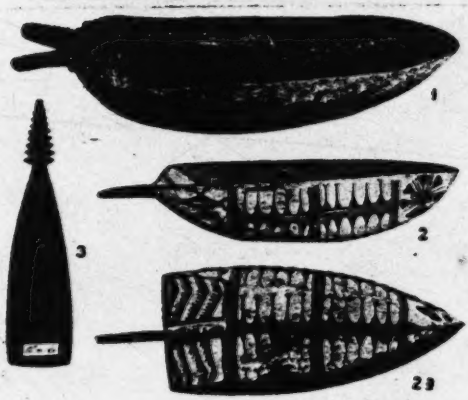

Fig. 42. Boat scoops (R.-J.-M. 4009 and 19438, Joest and Oldman Coll.; Berlin VI 16177, Thilenius Coll.); 52, 42, and 24.7 cm. long. 2a is the underside of 2. No. 3 comes from Graciosa Bay.

504

When they are not in use, the boats are pulled up on land; according to several reports, the large boats lying on the beach were covered with palm leaves, apparently to protect them from drying out (7). All the boats are [112] painted white

7. Carteret, p. 359. D'Entrecasteaux, p. 372. Dillon, p. 288. Carteret speaks of roofs for shade, thus giving

[112 cont.]

504 the impression that there are regular boathouses. They are never mentioned in the reports about the types of huts, however.

• 501 All the boats are [112] painted white
[386] with lime, which is perhaps supposed to prevent too much water from seeping in through the soft wood (1). The water that leaks

1. Coote, p. 151. Dewar, p. 246. The latter mentions the painting with white lime only for the inside of the boat, presumably because it is partially washed off on the outside each time the boat is taken out (like the oars of the northern Solomons, whose paint must likewise be renewed after each use).

in is bailed out with the well-known scoops (2), of which, be-

2. Coote, p. 151.

[171] sides the unusually small kind in Figure 42, No. 3, there are two types on Ndeni: the ordinary Polynesian type with a handle projecting inward (Fig. 42, No. 1), and one that has the same basic shape, but the handle projects from the back, as on a ladle (Figure 42, No. 2). Of the specimens illustrated, Figure
[531] 42, No. 1, shows a carved handle, whereas Figure 42, No. 2, is painted white on the inside and the entire outer surface is covered with black and red ornaments which, of course, must be renewed after each use (3).

3. An almost identical specimen in the Berlin Museum VI 25858.

502 Even the Spaniards praised the speed of the boats of

x 171 501

[161 cont.]

The boat on Santa Cruz is, in its general type, Polynesian throughout, with Micronesian additions (12). The actual body

12. Cf. p. 201.

of the boat, however, has retained its pre-Polynesian character, the round [162] cross-section with the narrow slit in which the legs of the rower can only be placed one in front of the other (1).

1. Cf. the boats of New Hanover and environs, of Ramu, and especially the canoes without outriggers in the interior of Humboldt Bay and up to Berlinhafen: material in the Berlin Museum and Van der Sande, Nova Guinea, III, pp. 195 ff.

178 x 171 [291]

The stock of ornaments that the inhabitants of Santa Cruz have preserved from ancient times is comparatively rich. To be sure the penis sheath, which otherwise is characteristic for the cultural complex, is lacking (2), but it is found nearby on

2. Graebner, Z.f.E., XXXVII, p. 37.

Ulawan, one of southeastern Solomons, which is culturally related (3). On the other hand, the bark belt as it is known from

[113]

3. Surville in Magazin von merkw. neuen Reisebeschreibungen, XVIII, p. 117.

central New Guinea and the Admiralty Islands (4) is also

4. Graebner, loc. cit. Perhaps also on the southern New Hebrides, cf. F. de Tolna, pp. 206f. There and on New Caledonia, a penis

/189 cont./

Navigation and Trade

501 484 184

The large sailboats (2) are not built on Nitendi itself,

2. [Ethn., I, pp. 106 ff. They are called tepukei (O'Ferrall, section "Sailing Canoe") and can carry about ten men, according to Coombe, p. 197.]

and the natives there possess only a few of them, for they scarcely have occasion to leave their island which offers them almost everything. The few imported articles (chiefly women) are [439] brought to them by the Reef and Duff Islanders, who are the true seafarers of the group. /Fig. 33 appears here./ The Duff Islanders are said to be the best boatbuilders (3). They travel to

3. [The sailboats in Ethn., I, pp. 107 f., Figs. 39 and 40, also belong to Reef Islanders, as has now been discovered (cf. above, p. 10, footnote 2). For other, more recent illustrations of the same boats, see O'Ferrall, op. cit.; Coombe, plate accompanying p. 172; Speiser, Südsee, Ill. 98.]

Nitendi periodically in order to repair the sailboats sold there (4).

4. [Cf. O'Ferrall, op. cit. Boats are also built on Matema (Coombe, p. 197).]

501 The small boats, on the other hand, are built on Nitendi itself (5).

5. [Rowboats from Nitendi have recently been illustrated in: O'Ferrall, illustration accompanying section "Canoes around the

/189 cont./

501 'Southern Cross'" (on the platforms of the boats one also sees boat models being brought to the steamboat); Coombe, plate accompanying p. 171; Speiser, Südsee, Ill. 90, 97, 98, bottom. The same form prevails on the Reef Islands (cf. photo. of the R.-J.-M., No. 3933, taken by J. W. Beattie), on Utupua (cf. Ethn., I, p. 93, Fig. 23, and, on the designation of origin, p. 10 above, footnote 2), and Vanikoro (cf. Coombe, plate accompanying p. 170). See also G. Brown, Melanesians and Polynesians (London, 1910), plate for p. 336: "Canoes at Santa Cruz Group." In rowing, the natives often let one leg hang in the water: Coombe, p. 171.] [113]

Both boat /190/ forms are very artfully constructed, are highly prized, and carefully maintained. Although ornamentation is lacking (1), the men take pride in always keeping them clean, 501 531

1. [Concerning the ornamentation of the ends of the boat, however, cf. the following article.]

which they achieve by frequently rubbing them with a paste (2)

2. [Ethn., I, p. 112.]

obtained by pounding a kind of calcareous algae that grows on the ocean floor (3). [Upon drying the wood is snow-white, and the [829]

3. [See Girieud and Herrenschmidt, p. 106, for the sailboats of the Reef Islands.]

/190 cont./

color no longer comes off easily (4).] The same paste is also [50] [531]

4. [Speiser, Südsee, p. 292.]

used to bring out the white background of the wood carvings, on which the black and red drawings are then applied. [On the sailboats plastic decorations in bird form are put across the ends of the boards that cover the boat-slit (5).] [824] [532]

[206]

Fig. 33. Fish weir along the beach, built up with blocks of coral. (Speiser photo.)

5. [Compare the illustration in O'Ferrall, section "Sailing Canoe." These are the same bird figures as the one shown in Edge-Partington and Heape, I, 163, No. 8; they are a kind of amulet (cf. Ethn., I, p. 149).]

In the Hâvre museum there is a bird-shaped boat ornament [of a somewhat different type] from Vanikoro (Fig. 34). [532]

A special feature of the Nitendi canoe is that the outrigger is not permanently attached to the boat, but can be easily removed. The two wooden beams that support the

/190 cont./

501 outrigger bridge are /Fig. 34 appears here/ very carefully fitted into their supports in the edge of the boat, are held there [284] by the boat's own elasticity, and, in addition, are lashed with stout coconut rope to two crossbars inside the boat. If the boat 504 is not to be used for a few days, it is easy to undo the lashing, the outrigger is leaned against the house wall, and the boat itself, turned over, is placed on sticks in the shade and covered with palm leaves (6).

6. [Speiser, Südsee, p. 292 and Ill. 83. The Reef Islanders, too, cover their sailboats drawn up on the beach,

[532] Fig. 34. Bird-shaped boat decoration from Vanikoro (Mus. d'Hist. nat. in Hâvre); ca. 1/5 natural size.

using mats made of coconut fronds: Coombe, p. 197 with accompanying plate.]

501 The small boats are not used for sailing. In the large sailing canoes the position of the outrigger has no significance 502 with regard to the direction of travel (7). In general, however,

7. [Cf. Ethn., I, p. 111.]

it is preferable to have the outrigger to windward so that it can be easily weighted down by having the occupants squat on the float-beam. The sail can be raised at both ends of the /191/ boat, which makes it possible to sail crosswise to the wind, but not to tack against the wind (1).

/191 cont./

1. [Speiser, Südsee, p. 301.]

484 Whereas the Reef Islanders think nothing of undertaking long journeys with their sailboats (2), the Nitendi people do

[501]

2. [The Matema people, the best seafarers, go as far as Utupua and Vanikoro. If they capsize and there is no hope of landing, they shoot one another with arrows. O'Ferrall, section "Matema."]

not venture farther than Tinakula in their rowboats, which seldom hold more than five men, and generally content themselves with travel along the coast (3). Not infrequently, how-

[502]

3. [Concerning their skill in landing at a village, see Speiser, Südsee, p. 292. On their method of putting out to sea, see O'Ferrall, section "Canoes around the 'Southern Cross.'"]

ever, a canoe is driven off course. There is a well-known case of a man from the Duff Islands who wanted to go to Vanikoro by way of Nitendi in a very small vessel. He was driven off course by the current and landed in Tucopia. He was hospitably received there. The distance measures 180 sea miles (4).

501

4. [Oars that apparently differ somewhat from the ordinary form (Ethn., I, p. 110, Fig. 41) and are not readily recognizable are shown in a photograph in the possession of the R.-J.-M. (No. 3932 of the photographic collection, taken by J. W. Beattie in Hobart). The

/191 cont./

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[532]

ordinary form of oar also occurs on Vanikoro (cf. Lennier, Pl. I, III, V). According to Jennings, JAI, XXVIII, p. 165, the oars are supposedly often carved with representations of the frigate bird. The rudder of the sailboats of the Reef Islands can be seen very well in an illustration in O'Ferrall, section "Sailing Canoe." According to it one cannot call the blade heart-shaped, as Graebner does. It is used from the smaller platform of the sailboats (Coombe, p. 197).]

[The boat scoop shown in Ethn., I, p. 111, Fig. 42, No. 1, does not come from Santa Cruz, according to a specimen in the k. k. Naturhistorischen Hofmuseum in Vienna, but from Efate, New Hebrides (5).]

5. [The Viennese specimen (No. 41609) has the original label: "Fort Franceville, Sandwich Island." This is the very island that Wilhelm Joest was on before his journey to Santa Cruz. Dr. Speiser believes that our specimen, too, more likely originated from Efate. Cf. also the stylistically related wooden bowl, Fig. 59 on p. 131.]

438
548

Trade (6) between Nitendi and the Reef Islands consists

6. [Ethn., I, pp. 112 f.]

chiefly of the acquisition of girls from the Reef Islands by

3:Davenport E-6 (1960-1980)1982
OS13 Santa Cruz OS13

●501

OCEAN-GOING CANOE, made in the Duff Islands and manned by Reef Islanders, sets out from Santa Cruz on a trading voyage. Cargo is stored in the hull and in the thatched cabin.

[§ 102 (D)]